phase of the exercise. Hence, in order to disseminate information to the public at large, the need for printing time table twice was felt. Accordingly, a second time table incorporating all changes, was released in December, 2006. It is only for this year that time tables are being printed twice.

Pending rail projects in North Eastern Region

560. SHRI T.R. ZELIANG: Will the Minister of RAILWAYS be pleased to state:

(a) whether proposals for construction of new railway lines, conversion of existing narrow gauge lines and doubling of existing railway lines in NER particularly in the State of Nagaland are pending with the Central Government;

(b) if so, the details thereof; and

(c) the details of reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Requests have been received from State Government of Nagaland for new lines from Dimapurto Kohima *via* Niuland & Dimapurto Tizit.

(c) Work of hew line from Dimapur to Zubza (Kohima) has been included in the Supplementary Budget 2006-07. The suggested alignment of line *via* Niuland is not considered feasible due to steep gradient involved. No survey has been done for Dimapur^Tizit new line.

Electrification of Rail Line in North Frontier Railway

561. SHRI URKHAO GWRA BRAHMA: Will the Minister of RAILWAYS be pleased to state:

(a) the logistic reason as to why the Railway department has not electrified any portion of railway line under North Frontier Railway;

(b) the stipulated time, if any, by when the conversion of railway line from metre gauge to broad gauge from Rangiya to Murkhongseiek is likely to be started; and

(c) the stipulated time, if any, by when the extension of double line would be completed from New Bongaigaon to Guwahati?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Electrification of Indian Railway network is generally done after considering the operational and financial viability of the sections being proposed for electrification and also taking into account the traffic density in terms of Gross Million Tones being carried in the section. In this regard, sections wherein there is a heavy flow of freight traffic, are also the sections having higher Gross Million Tonnes. Accordingly these high-density corridors have got preference in electrification. Kathiar-Guwahati section of Northeast Frontier Railway which is a part of Lucknow-Barabanki-Gorakhpur-Barauni-Kathiar-Guwahati high density route, has been identified as one of the such routes to be taken up for electrification during the 11th Five Year Plan.

(b) The work of gauge conversion of Rangiya-Murkongselek Metre Gauge line to Broad Gauge has already been taken up. The detailed survey on Rangiya-Rangapara North has been completed and detailed estimate sanctioned.

(c) The work of doubling between New Bongaigaon-Guwabhati is not sanctioned.

Rail coach factory in NER

562. SHRI T.R, ZELIANG: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any plan to set up rail coach factory in NER;

(b) if so, the details thereof;